

# Triumph Mayflower Club



Worldwide Membership

AUTUMN ISSUE 2015 No. 153



# FLOWER POWER

# THE TRIUMPH MAYFLOWER CLUB

## Club Officials for 2015-2016

**LIFE PRESIDENT** Peter Benfield, Northallerton, North Yorkshire  
Tel: 01609 761260

**CHAIRMAN** John Castle, Hinckley, Leics - Tel: 01455 613041  
E-mail: john\_castle@btinternet.com

**VICE CHAIRMAN & RALLY SECRETARY** Chad Brown, Stretton-unnder-Fosse, Warwickshire  
Tel: 07785 561535 - E-mail: esperkymba@yahoo.co.uk

**GENERAL AND MEMBERSHIP SECRETARY** John Oaker, 19 Broadway North, Walsall,  
West Midlands WS1 2QG - Tel: 01922 633042  
E-mail: johnchoaker@btinternet.com

**NEW & SECONDHAND SPARES SECRETARY** Brian Redshaw, 8 Albacross Way, Darlington,  
Co Durham DL1 1DN - Tel: 01325 262567  
E-mail: brian21250@yahoo.co.uk

**TREASURER** Paul Norton, Bromsgrove, Worcs - Tel: 01527 575651  
E-mail: tsv520@hotmail.co.uk

**EDITOR** Nico ten Wolde, Meernijk 110, 3454 HV De Meem,  
The Netherlands - E-mail: nicotenwolde@me.com

**REGALIA SECRETARY** John Castle, Hinckley, Leics - Tel: 01455 613041  
E-mail: john\_castle@btinternet.com

**CLUB HISTORIAN** Steve Coulman, Messingham, N. Lincs - Tel: (01724) 762061  
E-mail: mayflowerhistorian@nicouls.globalnet.co.uk

**TECHNICAL OFFICERS** Malcolm Barnsley, Aylesford, Kent - Tel: 01732 849140  
E-mail: judy.barnsley@hotmail.co.uk  
Larry Spouler, Richmond, BC, Canada - Tel: 1-604-272-7250  
E-mail: spoulers@shaw.ca  
Steve Coulman, Messingham, Scunthorpe - Tel: 01724 762061  
E-mail: mayflowerhistorian@nicouls.globalnet.co.uk  
Howard Pryor, High Barnet, Herts - Tel: 020-8440 8623  
E-mail: howard.pryor@tiscali.co.uk  
John Leslie, Invercargill, New Zealand  
E-mail: johnl@southnet.co.nz

**CO-OPTED MEMBERS** Maurice Wilkes - E-mail: boundarylodge@gmx.com  
Clive Lungmuss - E-mail: lungmuss@aol.com  
John Gogay - E-mail: jgogay@aol.com

**WEBMASTER** Nico ten Wolde, Meernijk 110, 3454 HV De Meem,  
The Netherlands - E-mail: nicotenwolde@me.com

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When writing to a committee member and you require a reply, please enclose a Stamped Addressed Envelope. Please note that all the above committee members fulfil their positions in their spare time and not as a full-time occupation, so when contacting them other than by letter, please ensure that you choose a reasonable time of day

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*Cover: The Rally Secretary's "Little Nell" alongside the club banner at our National Rally at Ripon Race Course.*

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The information contained within Flower Power is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.



*Mayflower Club weekend at Stoneleigh Park for the Coventry Festival of Motoring  
A record gathering of classic vehicles many if not most of which were built in the city. We had a triple fly past of the Battle of Britain memorial flight, a Spitfire and a Hurricane, and there will be a full report of the event with pictures in the next Flower Power*

# Editorial

Dear club members,

First my apologies for this magazine being delivered on your doormat a bit later than you might have expected. Due to the recent lack of content it was decided at the AGM to decrease the number of magazines from four to three.

Of course we will go back to four magazines if more content is submitted by members. So if you have an interesting story, technical information or anything else that might be of interest to members please send them to me.

We did receive very interesting stories from some members. Peter Benfield shared his memories of his early Mayflower travels in the 1960s. I am starting to consider a cross Europe trip with the Mayflower as well.

Nico Poortvliet attended the Dutch Windmill Run and took the time to send us some pictures and a report! Thanks Nico, I'll join you next year on the Windmill Run!

In this magazine you will also find the AGM report and the National Rally report with some nice pictures of the event.

Please also read Russ Hoenigs' article on new door and bonnet seals. It would be great if we could have them remade in a batch. I have already pre-ordered both items with Russ.

Thanks for your input, I hope you will enjoy this magazine!

Happy motoring and please keep on writing down your Mayflower related stories!

Very best regards  
Nico ten Wolde

**FAN BELTS**  
Part No. 200203  
**ONLY £9.50 EACH**

These have to be purchased by the club in large quantities to keep the cost down **so please help club finances by ordering one for a spare from the Spares Secretary**

## Copy dates

Copy deadlines to send your articles for the next editions of *Flower Power* are December 1, March 21 2016, and June 1. All correspondence should be sent to Nico ten Wolde by post or by e-mail in English, German, French or Dutch.

## Letters

# Getting out of control!

Dear all,

To manage the car while you're comfortably sitting in the driver's seat, Mr Triumph placed knobs and switches on the Mayflower's dashboard.

Well, I once did have that control, but now I'm slowly loosing it as my knobs are perishing more and more. Heater control: broken, choke control: broken, starter control: broken recently. And what's coming up next? Okay, I can run all those functions under the bonnet (hood), but that's not what Mr Triumph had in mind.



Well, this story must be familiar to many of you. My question: how did you solve it, as original Mayflower knobs are not obtainable? What other car knobs will fit? And another question: is there a replacement for my wacky ignition switch? (Already laid my hands on a new hex knob.)

If you got an answer to my questions, please contact me on [nhrpoort@zeelandnet.nl](mailto:nhrpoort@zeelandnet.nl). Will be much appreciated!

Nico Poortvliet (1059)  
Netherlands

# Chairman's report

Hello Mayflower members,

Just an update on the year so far. Chad Brown and myself went to the Triumph Forum at Canley Social Club (Coventry) early in the year for a get together of different Triumph clubs.

We found it very interesting and will go again next year if possible.

Thanks go to those of you who supported Chad at our national rally this year held at Ripon.

As you might know we won the best club stand at the show having 10 Mayflowers turn up. All in all it was a very enjoyable day.

The August/September edition of the *Triumph World* magazine published an article about Chad and my Mayflowers - if you have not seen it try it. My wife says it is typical me and Chad. My Mayflower died after that and I am working on it still.

Regards John Castle

## E-mail enquiry on ownership

Hi (to John Oaker),

How would I go about tracing the whereabouts of a Triumph Mayflower saloon, if it still exists that is? It was owned by my grandfather and carried the registration number ABG 777.

Craig Hughes

*Hi, sorry for the delay in replying to your e-mail. I'm afraid that the club has no record of this vehicle. Our records begin in 1974 when the club was formed. It isn't in the list of numberplate changes or with the DVLA record base. Sorry!*

*What colour was it and do you have photo record of it?*

With regards  
John Oaker



Hi John,

This is the only one I have, That's my nan in the picture, probably taken in Liverpool or possibly north Wales??

*Thanks for the quick reply, is the car white? Fabulous picture, would you allow us to print it in our magazine?*

Hi, Love you to (if I could get a copy of mag)?? Looking at picture I would say it's Wales, with caravans in background possibly Rhyl?? My grandad was Joseph Hughes and that's his wife Esther.

Found another photo family group with Mayflower, probably same day but approximately 1962.



*Yes I agree, North Wales railway line next to the A55 but is the car white?*

*And yes of course I will send you a copy, it's due sometime early June and it's ok to remind me!*

*You don't know any more car history?*

Letters

## Windmill Run

In the south-western part of the Netherlands, the major event for classic car owners is the Windmill Run (in Dutch: Molentocht). This is a tour through a lovely rural area, along winding roads and typical Dutch dikes and passing a lot of small villages. And yes, every village has at least one windmill.

This year's Windmill Run (No. 27 already, on May 17) was a gathering of about 300 pre-1970 classics of all kinds.

Among them were some beautiful special American cars like a 1922 Buick Roadster, a 1922 Velie, a 1928 Pierce Arrow Coupé, a 1928 Cadillac Sedan, a 1929 Peerless Six, a 1936 Studebaker Dictator and a 1938 LaSalle.

Also for the 27th time(!), a group of British classic car owners had crossed the North Sea to take part.

The run has a length of about 120 kilometres and apart from the start and finish venue, has three intermediate stops. Enough opportunities for drivers and public to have a chat.

As always, my wife and I really enjoyed doing this tour and our Mayflower, as always, never missed a beat. Up to the 2016 Run!

You can find more pictures of the Windmill Run on [www.molentochtgoes.nl](http://www.molentochtgoes.nl)

Nico Poortvliet (1059)  
The Netherlands



**Please send your  
Mayflower experiences to  
The Editor**



# AGM Report

**held at the Holiday Inn Express, Walsall on Sunday March 29 at 2.00 pm**

IN ATTENDANCE were: John Castle, John Oaker, Chad Brown, Peter Benfield, Phil Benson, Paul Norton, Brian Redshaw, Frank Russell, Kath Russell, John Fletcher and Don Fox.

Apologies were received from: Malcolm Barnsley, John Gogay, Terry Gordon, Clive Lungmass and Howard Pryor.

Minutes of the last AGM were distributed by the Membership Secretary John Oaker and were read and accepted as a true record of the previous meeting.

Phil Benson volunteered to take the minutes of the meeting.

## Chairman's report:

IJohn Castle opened the meeting by welcoming the members who were attending, especially those newer members attending for the first time. He thanked the secretary, John Oaker for making all the arrangements for this meeting.

In his report he described some of the rallies that he had attended last year. He had usually gone in his modern car or with other members as his Mayflower had been down most of last year. He had been to RAF Cosford in July for the joint annual rally held with the Triumph Razoredge Owners' Club which unfortunately was not very well attended by either of the clubs members, only 18 cars in total of which the majority were from TROC members.

He had also been to Stoneleigh on August Bank Holiday Monday with Chad and John. There was a fly past by a Hawker Hurricane and two Spitfire aeroplanes.

This was a very good show but as it is organised by Coventry City Council via the Coventry Motor Museum, funding for 2015 is not available due to the council's austerity measures therefore this year it has been cancelled. However, it is understood the museum is trying to organise a 2015 show in Coventry itself.

He advised that Bob Wyatt from the Triumph Roadster Club had stated that they did not attend the Stoneleigh Triumph/MG day last year because they had only been allocated space in one of the old cow shed buildings that

were not up to scratch. He hoped this year to be allocated a space in a better position in one of the other halls.

The Chairman had received a phone call from a gentleman who had inherited his father's old Mayflower and wanted to dispose of it as it was only a spares/project vehicle. John had passed the information on to the Spares Secretary and hoped Brian would advise some details later in the meeting.

The club had also received an invitation from Lynda Homer to attend the Standard Triumph Forum meeting so the Chairman and Chad Brown had attended last Saturday. They had both been made very welcome and the meeting and people there had been very interesting.

One was Tim from *Triumph World* magazine who told them that he would welcome more features on the older Triumph models and in particular a piece of the Mayflower. The Chairman will be following this up shortly. He also reported that the motoring journalist Graham Robson had been awarded the Harry Webster Award by the forum. (Keen Mayflower owners will be aware that it was the late Harry Webster who designed the Triumph Mayflower.)

The Club had recently received an invitation from Bob Wyatt to put a Mayflower onto the Triumph Roadster Club stand at the Practical Classics Restoration Show at the NEC in Birmingham but as this was on the same weekend as our AGM the club had decided to decline this kind offer.

The Chairman reminded members that theft of classic cars is on the increase so should beware of scammers and opportunist thieves etc and always lock their vehicles up securely, even in garages etc at home.

## Secretary's Report

John stated that this would be his 22nd report. The number of members for each of the last 20 years are: 1996 152; 1997 167; 1998 151; 1999 144; 2000 151; 2001 144; 2002 150; 2003 144; 2004 131; 2005 142; 2006 148; 2007 141; 2008 139; 2009 139; 2010 145; 2011 134; 2012 124; 2013 124; 2014 100; 2015 117.

Of the 100 members at 31 March 2014: 90 members rejoined; five former members rejoined; 16 new members joined and there were six honorary members taking the total up to 117.

Location	2009	2010	2011	2012	2013	2014	2015
UK & Ireland	103	105	96	89	88	71	86
USA/Canada	13	16	16	11	15	10	11
Australasia	4	6	3	6	6	5	7
Japan	1	1	1	1	0	0	0
Africa	2	1	1	1	1	1	0
Honorary	6	6	6	6	5	5	5
Life President	0	0	1	1	1	1	1

## Treasurer's Report

The club remains on a sound financial basis despite the dips in membership, mainly due to the strong reserves. The membership fees have not changed for several years and are well below the levels of the majority of other clubs. We are due to discuss membership fees as a separate agenda item but my recommendation is they remain unchanged this year but warn that an increase is inevitable.

Date	Payee	Cheque No.	Amount
14/05	Ripon Rally Stand	314	30.00
11/04	FP 148	316	494.00
01/05	FBHVC Annual Subs	317	56.80
08/07	FP 149	318	494.00
16/07	Rally Trophies	319	41.97
22/07	Rally Food etc	320	60.00
26/09	FP 150 less USA subs	321	352.00
07/10	Website Hosting	322	74.39
23/12	Aston Scott Insurance	323	553.33
27/01	Website renewal	324	11.38
27/12	FP 151	325	444.00

## Spares Secretary's Report

The secretary informed the meeting that cost of new parts was balanced almost perfectly with sales. However he noted that many members advised him the club was selling items at a higher cost than it was often possible to get them on auction sites. He explained that this was due to the volumes we order. Where items are common to many classic cars they can be ordered in much greater volumes by independent commercial suppliers. He advised that the club would continue to hold key supplies when sometimes they were not available elsewhere and he hoped that members would recognise they were sometimes paying a little more to guarantee future supplies and to support the club and other members throughout the world in keeping Mayflowers running.

He advised that he had been re-stocking the club's secondhand spares and could supply many items that were no longer available new. He had also organised the making and supply of switch knobs that were now as good as and were identical to the original OEM items.

He pointed out that the spares booklet contained many many items no longer available from stock. He assured members that he would always do his best to find such items as quickly as he could. He asked members to always telephone to check availability BEFORE sending in firm orders by post with cheques etc. He asked that this request be shown on the club website so all members were reminded of it.

He explained that he had travelled to see a couple of project/spares vehicles recently including the one passed on to him by our chairman. Neither of them had been worth anywhere near the values that their owners were expecting so he had had a 200 mile wasted trip both times.

## Regalia Secretary's report

(John Castle is currently acting Regalia Secretary but would welcome offers to take this role on.)

John has been able to source and supply all the clothes items currently listed on the club website. Sales are about the same as that spent on stock. (Clothing sales £53, replacement stock £55.) He is currently trying to source a new supplier of the club car badge as we have almost run out of them.

## Election of Officers

As there were no resignations being offered and as there had been no opposing nominations the meeting unanimously accepted a proposal by John Oaker and seconded by Phil Benson that the officers and other committee members be re-elected for a further term.

## Membership fees

Chad Brown opened the debate on this topic by stating that we were well below the level of other club fees he is aware of including several other club's he belongs to. Other members felt that in a time of austerity we should try to hold costs down as far as we could.

**continued on Page 7**

It was noted however that club Insurance charges had increase almost 50 per cent over the last three years. Following a quite lively debate it was proposed by Brian Redshaw, seconded by Peter Benfield and agreed by the meeting with one abstention, that as we were also struggling to get content for the club magazine from members we should trial a reduction from four magazines per annum to three saving around £500 in production and postage thus allowing us to defer an increase in membership fees for the current year.

The Chairman will ask the Editor to organise the new magazine schedule with immediate effect. A proposal to increase membership fees from £25 to £30 for the following year (2016) was agreed in principle.

## Rally matters

The rally secretary proposed that TROC were going to rally at Kimbolton Castle in July this year at about the same time that the Mayflower Club Northern Rally would take place at Ripon in Yorkshire.

He suggested we should decide whether to rally with TROC again or to make the Ripon Rally our Annual Rally venue. He explained that at either Ripon or Kimbolton we would be a part of a much larger event with several hundred cars attending of mixed makes.

After a discussion it was decided that we would hold our annual rally at Ripon

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## continued from Page 16

The huge barrel shaped Ossuary was an imposing monument containing all the bones of the unidentified soldiers who perished in the slaughter -- a smaller plaque also caught our eye dedicated to the last pigeon which Commandant Raynal dispatched on June 4 with the message "Nous tenons toujours, mais nous subissons une attaque, par les gaz et les fumes, tres dangereuse . . . C'est mon dernier pigeon." One was left with an eerie feeling of gloom and sadness about the whole area.

On a lighter note the Mayflower behaved impeccably with just one oil change at a French garage. I had expected the usual sump plug removal but the mechanic merely removed the dip stick and inserted a thin tube and pumped out all (?) the oil before refilling -- a method completely new to myself.

Racecourse this year on Sunday, July 26. Peter Benfield volunteered to make the booking..

Chad gave details of the Standard Triumph Forum and the Roadster Club Rally.

## Website ideas

It was suggested that the spares booklet be put onto the website. No prices to be shown as they change too often to be able to maintain them. Brian requested again that his warning re availability be clearly shown alongside items listed. It was agreed that John Oaker would co-ordinate this with Brian Redshaw and Robert Gannon.

Robert Gannon thought that members be asked to submit e-mail pieces of about 300-400 words describing their cars and activities and send in photos which he could then put on the website.

## Any other business

Following on from the comments about lack of articles in the magazine and on the website it was suggested that prizes be awarded for best article of 300 words or more. It was agreed that any of the regalia items offered for sale by the club could be given for the best article chosen by the Editor or for best website article each quarter. Members are to be requested to state what prize they would like if they were chosen.

The Chairman closed the meeting at 5 pm thanking everyone for attending and wishing them a safe journey home.

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Making our way to Calais we were amazed at all the cemeteries en route in the areas of Albert and Peronne (twinned with my home town of Blackburn) together with the imposing Thiepval Memorial.

Everything was so beautifully kept by the Imperial War Graves Commission, many staffed by English gardeners who had made their home in France.

After crossing the Channel to Dover we made our way north with a one-night stay in Banbury at an old worldly inn called 'The Flying Horse' -- very easy to remember as the bedroom floor together with the bed was slightly sloping and it became a constant battle to remain in the bed without sliding to one side.

We eventually reached Westmorland with a host of memories and a strong desire to visit the continent once again, some time in the future.

# National rally report

**by Chad Brown**

SUNDAY, JULY 26, saw a break with recent tradition, pardon the oxymoron, for the Triumph Mayflower Club in that we stood alone from the usual regular clubs with whom we normally share.

With the backing of a great established classic car show, Ripon Old Cars, at the Ripon Racecourse the scene was set for a great day.

A laminated weather proof agenda was issued to all arrivals, just as well, plus a Mayflower key fob and the show itself issued plaques to commemorate the occasion.

Our club was independently awarded the "Best Club Stand" plaque at the conclusion of the show but more about that later.

As Rally Secretary I was delighted to have nine Mayflowers in attendance and they were as follows: MSK 624, owned by Brian Redshaw, our New and Secondhand Spares Secretary, who was awarded the trophy for Best Original Car.

BDX 929, also owned by Brian, thank you for going to the trouble of bringing two cars and thanks to your son who made it possible and also attended the spares stall.

ESK 253, owned by Tony Mason, a fairly recent acquisition and a lovely looking car. It

won the well deserved Best Car in show. Tony made an early decision to disable the trafficators in favour of a flashing unit on the grounds that it is dangerous but they were still in place, just not functioning.

KSX 160, owned by Mike Clement from Selby in Yorkshire.

617 YUA, Little Nell, owned and cherished by yours truly, Vice Chairman and Rally Secretary, who was awarded the Chairman's Cup for work in setting up the rally.



Above: the Best Club Stand award and below a line up of Mayflowers





More lines of Mayflowers at Ripon





PWJ 737, owned by Steve Watts from Beverley who also has named his car Percy. At least I hope he has since I have that name in my notes.

JVJ 170, owned by Robert Hustwick from Haworth, sadly without his son today, the future of the club.

HFN 261, owned by Arthur Patterson from (I am not sure as I can't read my own writing but it's a long way from Ripon as he won the Long Distance Award).

ASY 787, owned by Alan Kormes from Bradford.

CSN 107, owned by Keith Pegram was there in spirit just in case those good at maths will have noticed he is number ten out of nine cars present!

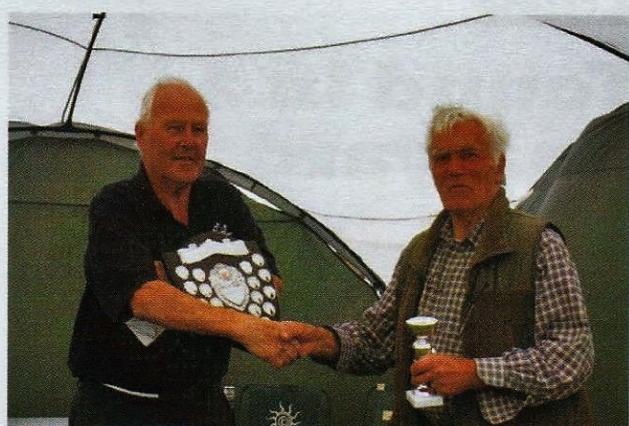
I would like to say it was a ground breaking success, which it was for my short experience as Rally Secretary and we won the Best Club Stand award which is well worth boasting over.

Sadly the weather was not on our side and shortly after our water protected laminated programme was finished the heavens opened and the rain set in for the remainder of the day.

The queue to get out of the ground was much greater than that getting in and a few of us watched it from the comfort of our own club tent. That was essential as we needed to be on hand at the con-



*On the left is the club tent with a Mayflower alongside belonging to Steve Watts*



clusion of the show to accept our award handed to life president Peter Benfield who has held a Mayflower presence at this show for many years.

My thanks go to Peter Benfield who arranged the site and distributed entrance tickets; to John Castle who set up the prize winning display; to John Banks who did the programmes and took the photographs and to all owners who travelled, despite the forecast.

Next year I am pursuing this idea of standing alone for our show, with a suitable back up venue to add to your entertainment. I have hopes of interesting the Coventry Motor Museum or a revived Stonleigh Park venue and will keep you informed.

I have discussed with our Chairman, who also acts as Regalia Secretary just now, of launching in 2016 an annual Mayflower Mileage contest with the most travelled member with the Mayflower a self chosen piece of regalia and cup to be awarded at our show.

As administrator I will not be included in winning so you don't have to compete with Little Nell who travels a lot.

On a final note of discussion I would love to know your views on Tony Mason's fear about the danger of using old fashioned traffickers and just how many members name their treasured possession. Floods of letters please to the editor.

# NEW & SECONDHAND SPARE PARTS

**PLEASE CHECK ON AVAILABILITY BEFORE ORDERING**

Brian Redshaw

8 Albatross Way, Darlington, DL1 1DN

Tel: 01325 262567 - E-mail: [brian21250@yahoo.co.uk](mailto:brian21250@yahoo.co.uk)

Letters**Found in a  
boatyard**

Hi,

Whilst on holiday in Lagos, Portugal, I spotted a vehicle hidden away at the back of a boatyard to the rear of the marina.

It is displaying a UK tax disc for 2007, has no front number plate but appears to be in reasonable condition.

If of interest, mail back and I will send picture and details of boatyard.

I went back another day to have a better look and asked to enter the yard to take some pictures and also found the registration plate, 102 UXW.

The boatyard e-mail is Sopromar.com. Maybe they would know if it is for sale.

Regards  
*jimcartledge@btinternet.com*  
 (a Jaguar enthusiast)



# CONTACT

## SETS

Available  
from the  
Spares  
Secretary



£9.00 EACH



Letters

## Door and bonnet seals

Dear Members,

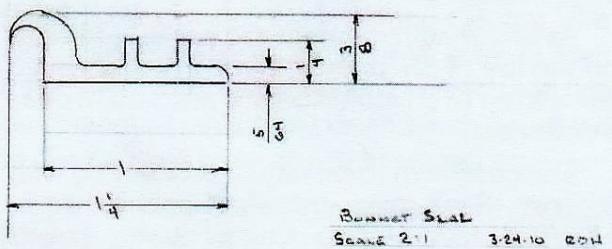
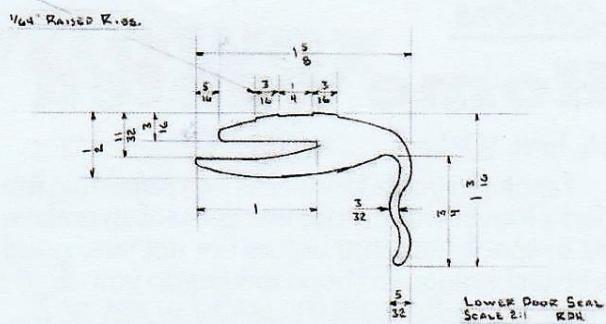
The drawing shows my interpretation of the lower door seal after looking, measuring, and thinking about the seals from both of our Mayflowers. We have a manufacturer that makes custom short runs of seals for all types of use and they have quoted me a price of \$450 for a 50 foot run at this shape (\$9/foot).

The installed length is 37 inches so I have told them to make lengths of 40" to allow for trimming at installation. The actual cost of each 40" length is \$30 or \$60 per car. The cost drops to \$20 per 40" length or \$40 per car if there is enough demand for a 100 foot run which as of now, there is only demand for a run of 50 feet.

I have seal orders for a total of five cars so there will be left over seals for future use. If you want add your name to the order, e-mail me at [bofaus@windstream.net](mailto:bofaus@windstream.net) very quickly after you receive this issue of the *Flower Power*. The seals will be manufactured and shipped probably in late fall of this year.

The cost above does not include shipping. If you have any suggestions for the design of this seal let me know as changes can be made if warranted.

The next project is the cowl to bonnet seal as shown in the second drawing. This seal is currently available without the two original raised ribs. None of the Mayflowers I've seen have this original seal except ours.



My question is: if there is any interest on having this made up. I have a quote from the same manufacturer of between \$18 and \$25 each for 50 foot lengths. Let me know if interested at "[bofaus@windstream.net](mailto:bofaus@windstream.net)" and many thanks.

Regards  
Russ Hoenig

**Maybe this could be a project for the club to get involved in via the Spares Secretary. They could be shipped over as one order and a small mark up put on for the club. What do YOU think? Please let the Committee know.**



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Letters

## Home wanted

Hi John (Oaker),

I spoke to you a few weeks ago regarding my dad's Mayflower that he wants to sell to make a bit of space. As I said before I'm not very good with technology so I hope this gets to you ok.

I hope the pictures I took get to you ok too. Please let me know if you want more photos or extra detail or you don't receive any.

As you may remember the car is in Minster on the Isle of Sheppey in Kent. My dad would like it to go to an enthusiast for restoration or as a donor car.

Things known to be required or wrong with the car: Rear axle, driveshaft splines worn; Flywheel teeth worn; Engine valve collets missing; Dashboard buttons degraded; Engine is out of the vehicle; Boot lid dented; Small rust holes in front wings.

It has been garaged for over 35 years. Seats have been reupholstered and are blue in colour. Any questions please call Karl on 07956 944945.

Many thanks  
Karl



## A note from our Secretary

Dear Fellow Member,

This letter is intended to share recent information with you and keep you updated with matters Triumph Mayflower Club.

As you may know, Robert Gannon, our website manager, sold his Mayflower and resigned from his post during June.

The post was advertised and Nico ten Wolde, the club's editor, has agreed to take on the website responsibility. On behalf of us all I would like to thank Robert for his work in running our site and Nico for stepping into Robert's shoes.

At the last AGM it was agreed to decrease the yearly number of *Flower Power* magazines from four to three. The recent lack of content in *Flower Power* has meant magazines being published with either blank pages or fewer pages.

It seemed to make sense to lower the number of magazines and ensure that three editions a year had good, full and appropriate

content. Three magazines would also cut costs and keep subscriptions as they have been for the last 20 years - £25.

However, this new arrangement can change if more content is submitted by the membership for the membership to read. *Flower Power* and subscriptions will be an agenda item at next year's AGM at the Holiday Inn, Tempus Drive, Walsall WS2 8TJ, on Sunday, March 20, 2016. Your views, as always, are most welcome.

So, anything Mayflower for the magazine or website should be directed towards Nico via either his e-mail or home address. It is anticipated that the next edition of *Flower Power* will be with you during September.

Could members with spare part requests or needs please contact Brian Redshaw first to check on part availability, before making an order.

*Happy Mayflowering,*  
John Oaker

# My early Mayflower travels . . .

**by Peter Benfield,**

I PURCHASED MY first Mayflower, FDO 648, in 1959 when living in as a housemaster at a small Westmorland Grammar School, for the princely sum of £365.

The jade green car was sold by Croft's Garage, Kendal and although the above figure should have been £385, the misprint in the *Westmorland Gazette* was accepted and I came away £20 better off and also with one new tyre.

Although my negotiating skills succeeded I did however lose out by running out of petrol two miles south of Kendal!

In the next two years I made two trips to Europe -- the first in 1961 when the parent of a school pupil (a well known Lakeland artist) asked me if I would accompany him to a MRA meeting in Caux, Switzerland.

We were meant to share the driving of the Mayflower but first gear to second proved a difficult task for him and I ended up doing all the driving, much to the relief of the gearbox!

This was to be my first trip on the European continent although I was fairly well travelled with a free two-year round the world trip to the Pacific, courtesy of the late King George VI a few years previously. Motorways were in their early days of construction and to reach our first destination, Canterbury, from south Lakeland in one day was quite an achievement.

Three more days from Calais to the Swiss border with stops at Amiens and Chalons sur Marne before crossing into Switzerland at Geneva and then climbing to the MRA headquarters at Caux, situated high above Montreux, when the poor Mayflower felt the strain and began to boil but with a little gentle tic we eventually reached our destination with the head gasket still intact.

I must explain that MRA for short, or Moral Re Armament was a movement started in the 1930s -- sometimes known as the Oxford Movement and was founded by Dr Frank Buchman.



It captured the imagination of very notable people such as the wife of Cecil B. de Mille and even some politicians.

Their teachings could be very personal and I refused to be indoctrinated and fortunately for myself, a fellow boarding house colleague had arranged to fly out and join us but after a couple of days we both decided to get away as soon as possible, leaving our Lakeland artist behind.

It was not easy to leave with one convert chasing after us telling us we really should stay longer!

Our impromptu planning enabled us to spend a few more days amidst the wonderful Swiss scenery taking the Mayflower over the Grimsel Pass and dropping down to Meiringen where we camped for a couple of days.

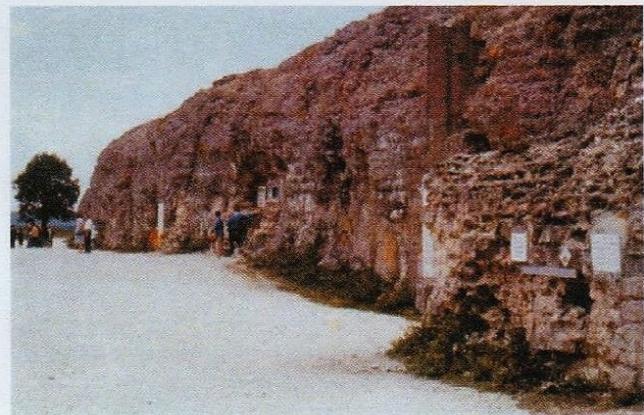
Our Gamages tent was serving us well but on the second morning we awoke to find the Mayflower had been broken into, having left the front quarter lights open.

We found our suitcases about 20 yards away with the contents strewn everywhere. Fortunately our passports were still in the grass but some items were nowhere to be seen. The loss of my Remington razor was a bit of a blow as it was not only 240 volts but also would run off the 12 volt car battery.

We then decided to leave Switzerland making for Basel where we crossed the border into Alsace making our way to Strasbourg, paying a short visit to the cathedral.

From there we drove to Metz and on to Verdun. We were aware of the long drawn out battle in 1916 -- a battle which produced terrible casualties on both German and French armies.

We camped here for one night which gave us time to visit the battlefield area together with

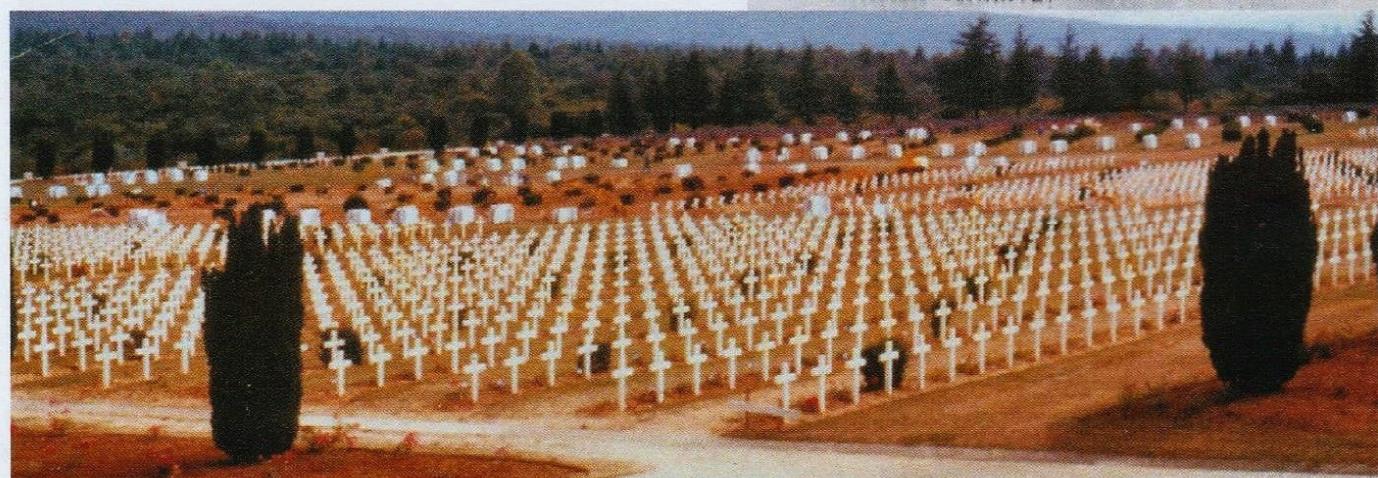


*Fort Vaux*

Forts Douaumont and Vaux, strong points which helped to withstand the German onslaught.

From here one could look down upon the whole battlefield area, now kept in beautiful condition with the numerous graves of the fallen French and Colonial soldiers.

***continued on Page 7***





Worldwide Membership

## NATIONAL RALLY



SUNDAY  
JULY 26TH  
2015



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